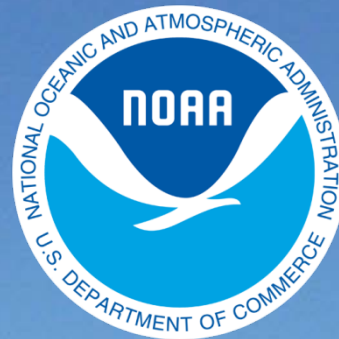


BookletChart™



Savannah River – Savannah to Brier Creek

NOAA Chart 11514

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker

Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11514>.



(Selected Excerpts from Coast Pilot)

The Savannah River above Savannah is navigable to the city of **Augusta**, 172 miles (198 statute miles) above the mouth. A Federal project provides for a 9-foot channel over a width of 90 feet from near U.S. Route 17 highway bridge, 18.8 miles (21.6 statute miles) above the mouth, to Augusta. (See Notice to Mariners and latest editions of the charts for controlling depths.) Daybeacons mark some of the shoal and critical spots in the river, but the

best guide for the mariner is the use of the chart to carry the best water. The river is swift and tortuous; daybeacons are sometimes carried away.

Numerous foul areas exist near the shore, and floating debris is a constant danger to navigation. Local knowledge is advised.

The freshet variation above the normal pool level of the **New Savannah Bluff Lock and Dam**, 162.7 miles (187.2 statute miles) above the mouth, is about 13 feet ordinarily, with an extreme of 34 feet. The lock is 360 feet long, 56 feet wide, and has a depth over the lower miter sill of 10 feet. The depth over the upper miter sill at normal pool level is 13½ feet; the vertical lift is 15 feet. Anyone desiring lockage must contact the lock operator at least 24 hours in advance at the New Savannah Bluff Lock and Dam Office, 706-798-4644, or the James B. Messerly Wastewater Treatment Plant, 706-793-1691. Calls to either location should be made between 0800 and 1630, Monday through Friday, except on designated holidays for City of Augusta offices. The lock will be operated seven days a week between the hours of 0800 and sunset on appointment.

Bridges.—Between U.S. Route 17 highway bridge and the lock and dam, the limiting clearances of the drawbridges are 7 feet, and 27 feet for the fixed bridges. Between the lock and the head of navigation the limiting drawbridge clearances are 12 feet and the fixed bridges 26 feet at normal pool level. The bridgetender of the railroad bridge at Clyo, about 53 miles above the mouth, monitors VHF-FM channel 16 and works on channel 13; call sign, WKB-679. (See **117.1 through 117.59, 117.371, and 117.937**, chapter 2, for drawbridge regulations.) Overhead power cables with clearances of 76 feet and 53 feet cross the river 169.7 miles (195.3 statute miles) and 174.8 miles (201.1 statute miles) above the mouth, respectively.

There are numerous landings between Savannah and Augusta without wharves or rail connections. At New Savannah Bluff Lock, fuel, supplies, and services can be arranged for by telephone. Fuel, supplies, and services are available at Augusta.

Weather.—The southerly latitude and maritime exposure influence the climate of this coast. Winters are mild and short. Polar air masses are moderated although unusually strong, cold air outbreaks can cause foggy conditions along the coast. Cold spells seldom last more than 2 or 3 days. The occasional winter storm results in strong winds and rough seas from October through April. Waves of 8 feet (2.4 m) or more are reported about 20 to 30 percent of the time in deep water, but gales occur less than 1 percent of the time. However, winds of 40 to 50 knots have been recorded in all of these months.

From May through September peak winds offshore are usually in the 30- to 40-knot range, although they could climb higher in a severe thunderstorm or tropical cyclone. Despite the low latitude, tropical cyclones are infrequent along this coast. They are most likely from June through October and one can be expected to move through some part of Georgia each year, usually from the Gulf of Mexico. This fact holds coastal effects to a minimal. The most dangerous are those from the east through south. Because this portion of the coast lies parallel to the mean track of most recurving storms, the incidence of coastal crossing tropical cyclones is extremely low. In addition to strong winds, high tides and rough seas, these storms can trigger torrential rains, severe thunderstorms and even tornadoes or waterspouts. In general, however, summers are warm but a persistent cooling sea breeze is usually present from afternoon into the early evening. Showers and thunderstorms are common along this coast and can reduce visibilities for brief periods. Obstructions to visibilities are most likely to be caused during winter and early spring by fog.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Table of Selected Chart Notes

Mercator Projection
Scale 1:20,000 at 30°06'
North American Datum 1983
(World Geodetic System 1984)

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

→→→→→ ~~~~~
Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

→→→→→ ~~~~~
Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.610" eastward to agree with this chart.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SEDIMENT TRAPS
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

CAUTION
Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

CAUTION
Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

NOTE B
SAVANNAH RIVER
Port Wentworth to Augusta
Project dimensions are 9 feet for a width of 90 feet. Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners from reports by the Corps of Engineers.

DISTANCES
Statute Mile distances are indicated along the Savannah River at one mile intervals, and indicated thus: —+—+—+—
The distances are measured from the river mouth at 32°02'05"N. latitude; 80°53'30"W. longitude (Chart 11512).
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

NOTE B
SAVANNAH RIVER
Port Wentworth to Augusta
Project dimensions are 9 feet for a width of 90 feet. Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners from reports by the Corps of Engineers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD (ABRIDGED)
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION
The Tide Gate will operate automatically; therefore, the areas upstream and downstream of the gate have been designated restricted areas and are marked by a line of buoys.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

OVERHEAD CLEARANCES
Bridge and overhead cable clearances are in feet.
High water clearances north of S.S. Railroad bascule bridge, at 32°13' 53"N. latitude, 81°06'46"W. longitude, refer to a water plane established by a discharge of 62,000 cubic feet per second at New Savannah Bluff Dam. Low water clearances north of the bridge refer to a discharge of 6,100 cubic feet per second.
Clearances at the bridge and to the south refer to Mean High Water.

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:
USPS Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.
USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

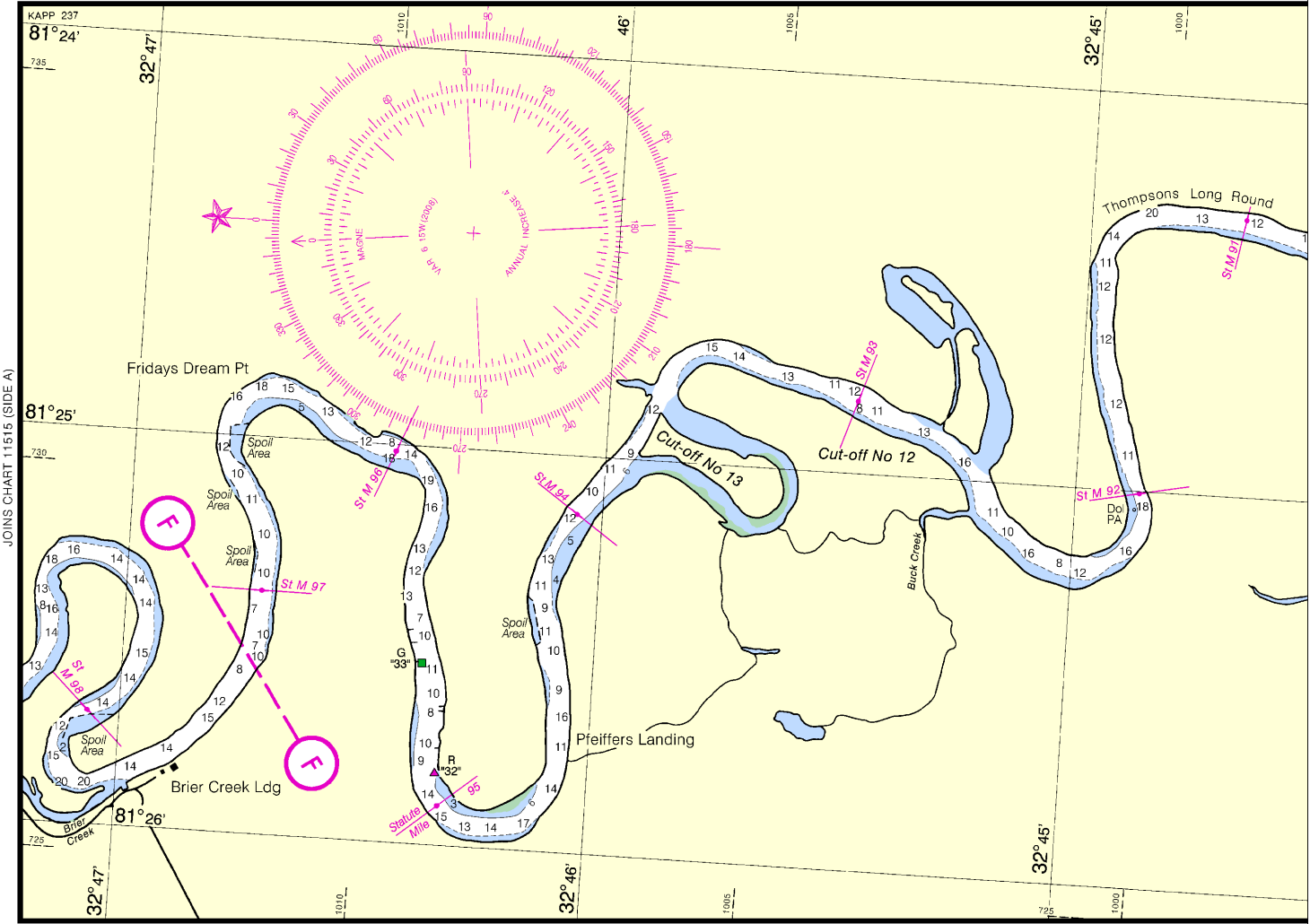
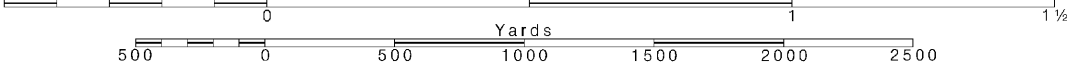
SOUNDINGS
Soundings are in feet. Those north of Big Collis Creek, at 32°15'18" N. latitude, 81°08'54" W. longitude, refer to the low water plane which corresponds to a discharge of 6,100 cubic feet per second at New Savannah Bluff Dam. Soundings south of Big Collis Creek refer to tidal Mean Lower Low Water. The Corps of Engineers project depth is 9 feet at the established low water planes.

Note: Chart grid lines are aligned with true north.

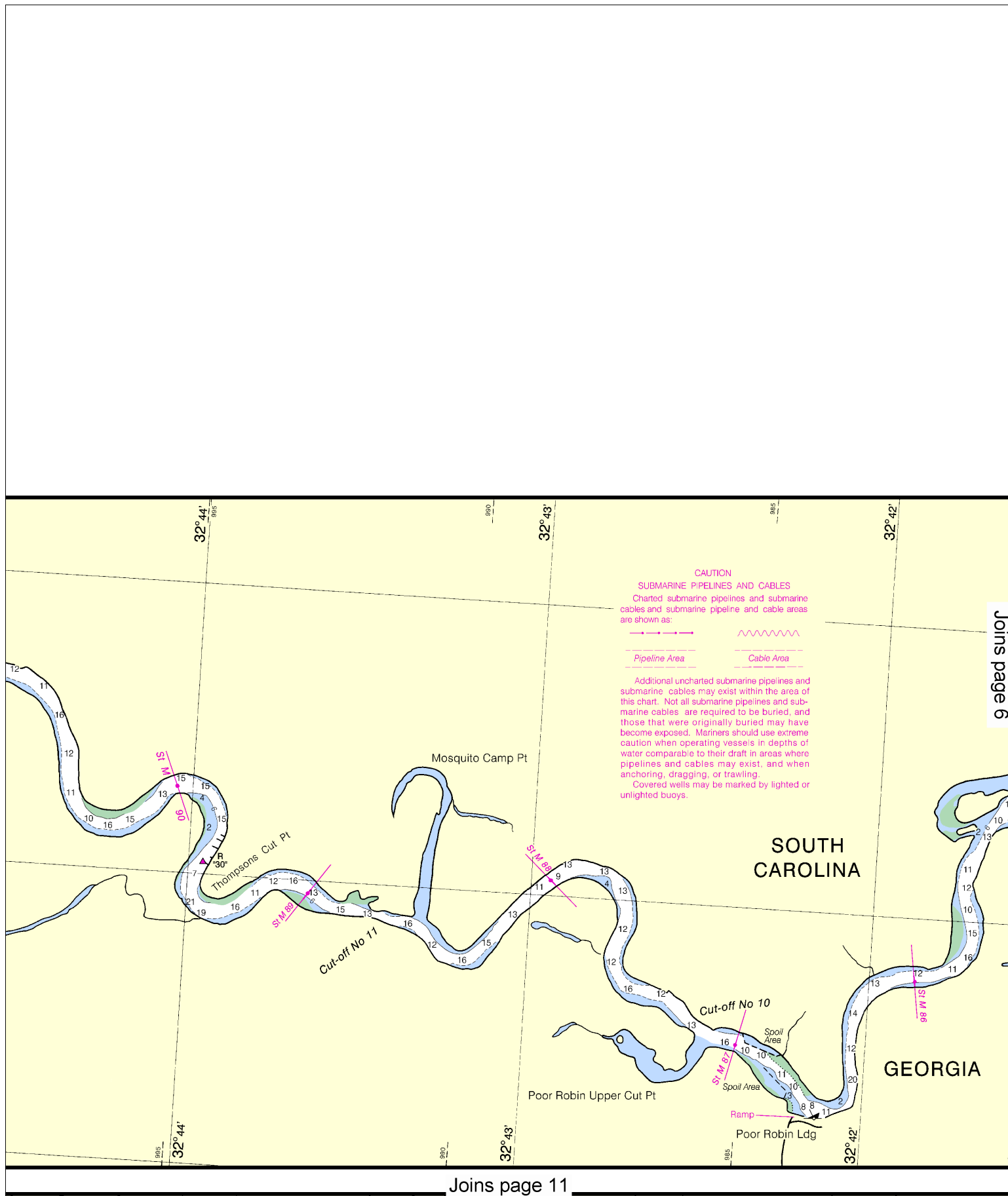
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



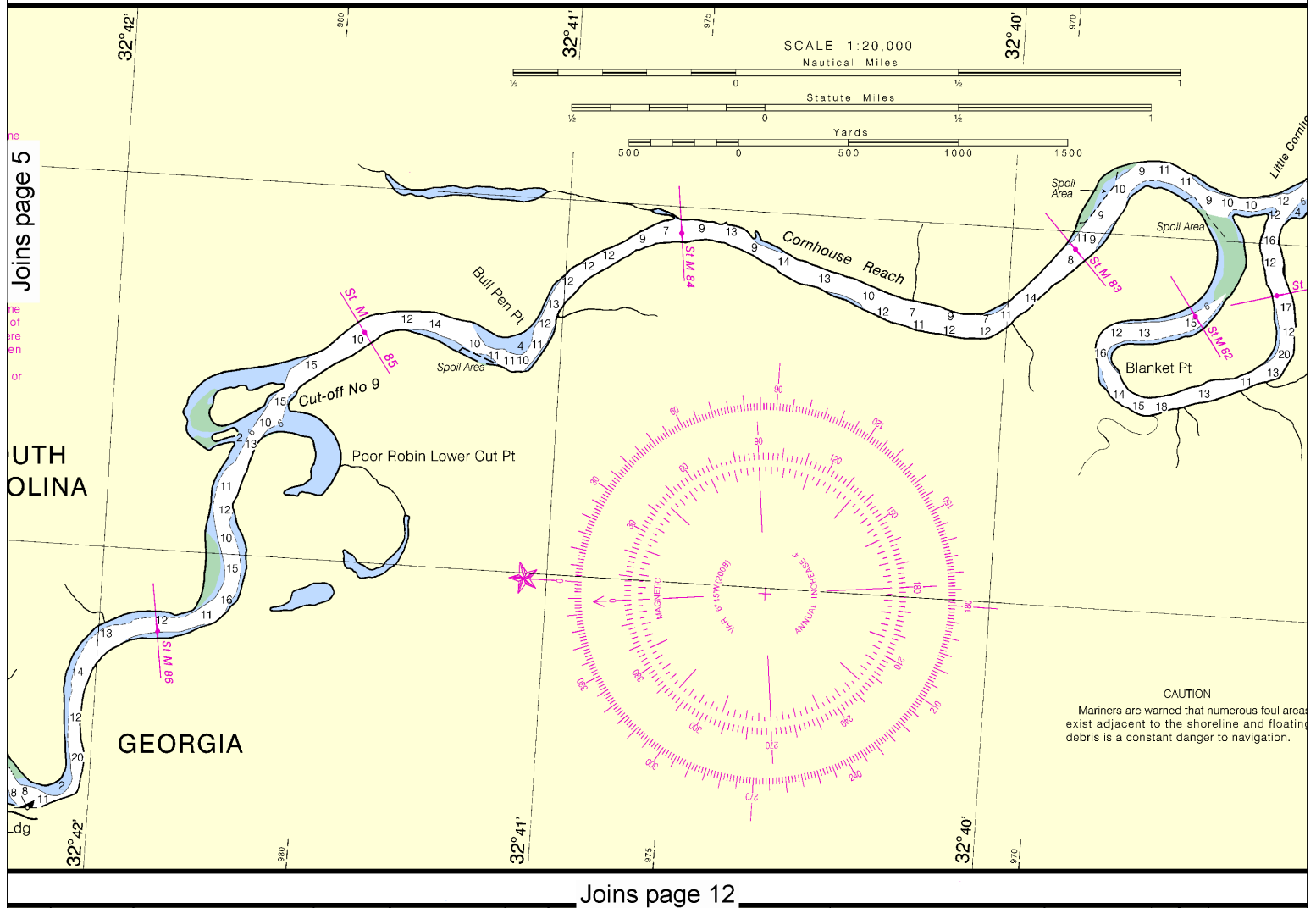
Joins page 10



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

OCTOBER 2008			NOVEMBER 2008			DECEMBER 2008			JANUARY 2009		
Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.	Day	Time	Ht.
h.m.	ft.		h.m.	ft.		h.m.	ft.		h.m.	ft.	
1	0340	-0.2	16	0323	-0.3	1	0421	0.7	16	0523	-0.7
W 0635	9.1		Sa 1004	8.5		M 1014	8.2		Th 1058	7.8	
1511	0.5		1600	0.2		1707	0.3		1720	0.2	
2139	8.4		2135	8.4		2202	7.3		2202	7.4	
20415	0.5		17 0410	-0.2		2 0454	0.8		17 0508	7.8	
Th 1010	8.6		F 0948	9.1		Tu 0449	8.0		W 0515	0.2	
1650	0.8		1646	0.4		1742	1.0		1650	0.2	
2215	8.1		2214	8.1		2308	7.2		1849	0.0	
3 0446	0.8		18 0450	-0.1		3 0530	0.9		18 0510	7.7	
F 1045	8.5		Sa 0427	9.3		M 1125	8.0		Th 0710	0.7	
1727	7.3		1723	7.2		1812	0.7		1727	7.4	
2054	7.7		2052	7.7		2105	0.8		2054	7.7	
4 0520	-1.2		19 0549	0.3		4 0555	1.5		19 0549	0.3	
Sa 1127	8.1		Su 1146	9.2		Tu 1123	7.9		Th 1123	7.9	
1835	1.7		1835	1.1		1905	1.0		1835	1.1	
2058	7.4		2058	7.4		2105	0.8		2058	7.4	
5 0553	1.5		20 0024	7.5		5 0538	7.2		20 0232	7.8	
Su 1215	7.9		M 0545	0.5		W 0541	1.6		Th 0537	0.5	
1848	2.0		1848	2.0		1910	1.8		1848	2.0	
2058	7.4		2058	7.4		2114	0.7		2058	7.4	
6 0329	7.7		21 0126	0.5		6 0135	7.3		21 0329	8.1	
M 0532	1.3		Th 0249	0.5		Th 0249	0.5		Th 0249	0.5	
1937	2.2		2040	1.3		2044	1.6		2210	0.5	
7 0125	7.1		22 0246	7.7		7 0232	7.5		22 0421	8.4	
Tu 0753	1.9		W 0857	1.0		F 0840	1.7		Sa 0840	1.7	
1405	7.8		1405	7.8		1502	7.9		1405	7.8	
2055	2.2		2144	1.1		2143	1.3		2301	0.3	
8 0220	7.2		23 0347	8.0		8 0326	7.9		23 0513	8.6	
W 0925	1.9		Th 0503	0.3		Sa 0501	1.5		Su 1134	0.5	
1505	7.9		1505	7.9		1505	7.9		1505	7.9	
2135	2.0		2241	0.8		2239	0.9		2349	0.2	
9 0315	7.4		24 0444	8.4		9 0424	8.3		24 0502	8.8	
Th 0934	1.0		F 1123	0.3		Su 1106	1.0		Tu 1115	0.3	
1554	8.1		1554	8.1		1655	8.1		1805	8.1	
2051	1.6		2053	0.4		2053	0.4		2233	0.4	
10 0410	7.7		25 0539	8.7		10 0521	8.7		25 0534	0.1	
F 1236	1.6		Sa 1138	0.4		M 0201	0.6		Th 0209	8.3	
1647	8.3		1647	8.3		1752	8.2		1819	7.6	
2322	1.2		2322	1.2		2322	1.2		2322	1.2	
11 0525	8.1		26 0020	0.2		11 0525	8.1		26 0118	0.1	
Sa 1137	1.2		Su 0529	9.1		Tu 0617	9.2		W 0732	9.0	
1740	8.5		1740	8.5		1846	8.2		1933	8.0	
12 0012	0.7		27 0106	0.1		12 0119	-0.2		27 0200	0.2	
Sa 0527	8.6		M 0715	9.3		W 0710	9.2		F 0748	9.4	
1233	0.8		1233	0.8		1401	0.2		1441	0.4	
1829	8.6		1829	8.6		1917	0.1		2011	0.1	
13 0100	-0.3		20 0149	0.1		13 0212	-0.4		20 0239	0.3	
M 0549	9.1		Tu 0749	8.4		Th 0655	8.8		Sa 0842	8.3	
1327	0.5		1423	0.2		1455	0.0		1521	0.5	
1917	8.7		1917	8.7		2008	7.8		2057	7.8	
14 0145	0.9		20 0230	0.2		14 0203	-0.5		20 0239	0.1	
Tu 0733	9.5		W 0533	9.3		F 0649	9.6		Sa 0915	8.9	
1420	0.3		1420	0.3		1514	8.1		2118	7.8	
1959	6.7		2035	8.4		2114	8.1		2118	7.8	
15 0236	-0.2		30 0308	0.4		15 0354	-0.6		30 0349	0.6	
W 0817	9.7		Th 0267	9.1		Sa 0841	9.9		M 0350	8.1	
1510	0.2		1510	0.2		1638	0.1		1633	0.8	
2041	8.6		2109	8.2		2208	7.9		2101	7.4	
31 0343	0.6										
F 0623	0.9										
2143	7.9										

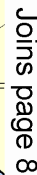
Formerly 634-SC.



Predicted times and heights of high and low water—Eastern Standard Time. For Daylight Saving Time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

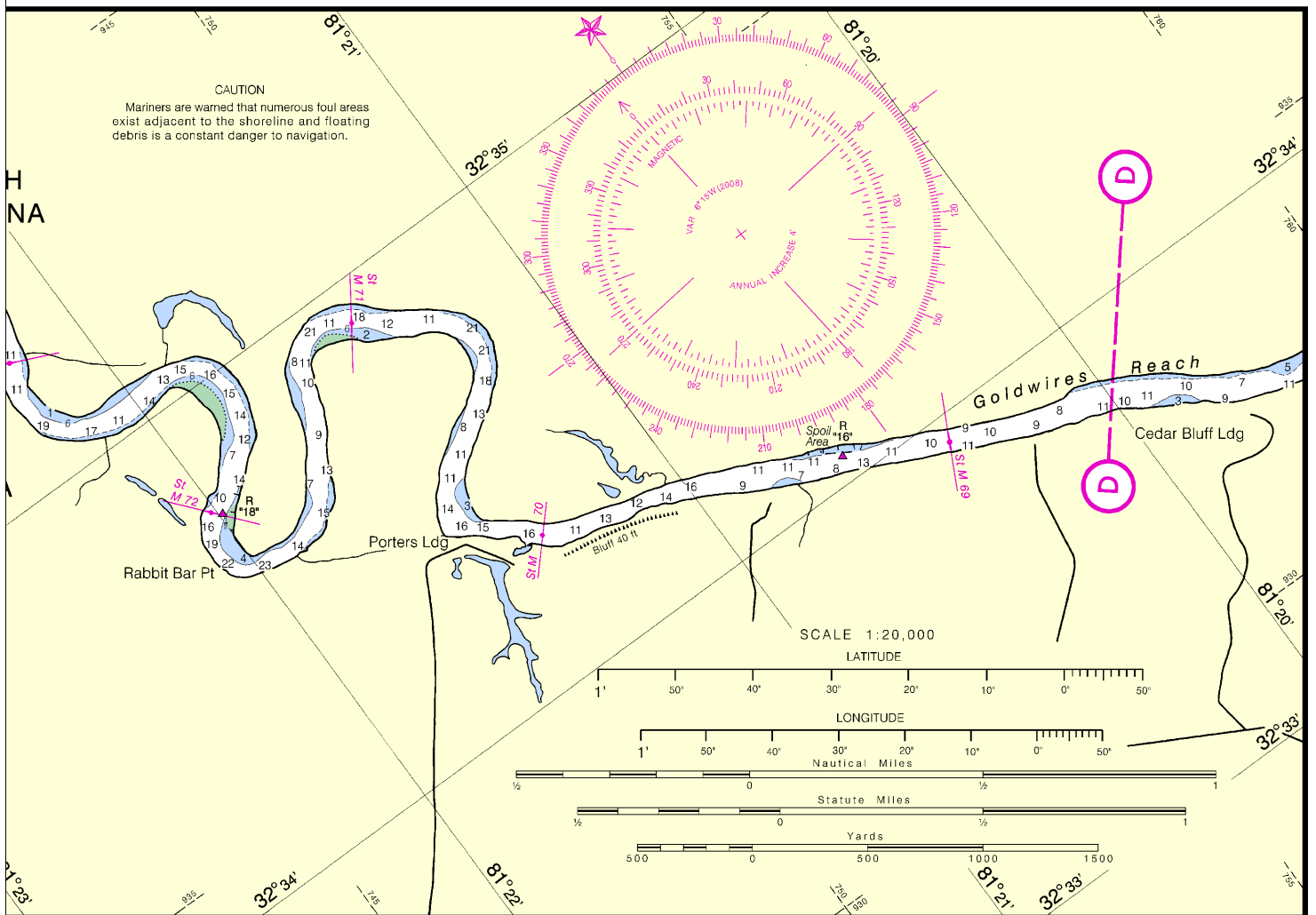
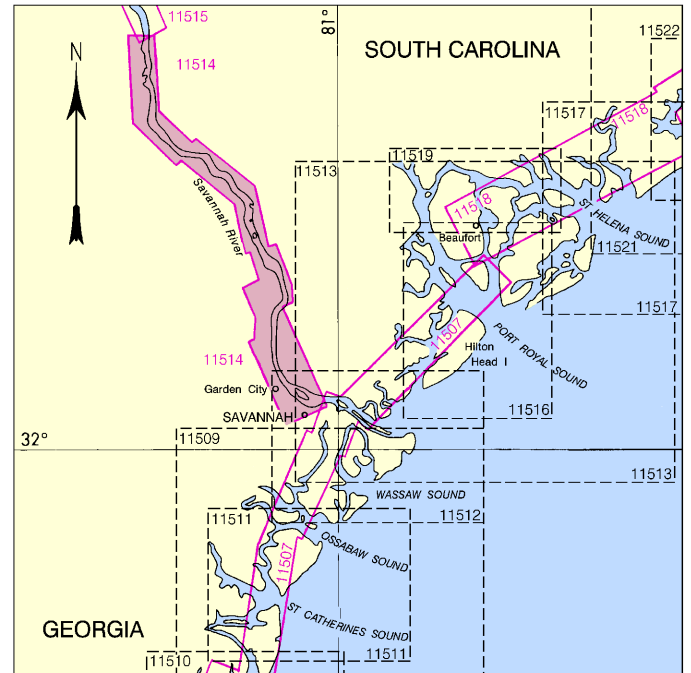
JUNE 2009					JULY 2009					AUGUST 2009					SEPTEMBER 2009				
Day	Time	Hi.	Day	Time	Hi.	Day	Time	Hi.	Day	Time	Hi.	Day	Time	Hi.	Day	Time	Hi.		
01	0301	0.2	18	0525	0.6	18	0600	0.7	04	0343	0.3	16	0340	0.3	16	0313	0.4		
M 0230			Th 0628	0.6	W 0661	0.0	18	0747	0.4	Sa 0437	0.3	16	0440	0.5	16	0356	0.4		
02	0349	0.2	19	0650	0.6	19	0713	0.4	05	0353	0.3	17	0353	0.3	17	0353	0.4		
03	0406	0.2	20	0714	0.4	20	0737	0.2	06	0404	0.3	18	0404	0.3	18	0404	0.4		
04	0423	0.2	21	0737	0.4	21	0759	0.2	07	0423	0.3	19	0423	0.3	19	0423	0.4		
05	0439	0.8	22	0754	0.7	22	0817	0.5	08	0439	0.3	20	0439	0.3	20	0439	0.4		
06	0457	0.7	23	0811	0.6	23	0834	0.4	09	0457	0.3	21	0457	0.3	21	0457	0.4		
07	0514	0.7	24	0828	0.6	24	0851	0.4	10	0514	0.3	22	0514	0.3	22	0514	0.4		
08	0531	0.7	25	0845	0.6	25	0908	0.4	11	0531	0.3	23	0531	0.3	23	0531	0.4		
09	0548	0.7	26	0902	0.6	26	0925	0.4	12	0548	0.3	24	0548	0.3	24	0548	0.4		
10	0565	0.7	27	0919	0.6	27	0942	0.4	13	0565	0.3	25	0565	0.3	25	0565	0.4		
11	0582	0.7	28	0936	0.6	28	0959	0.4	14	0582	0.3	26	0582	0.3	26	0582	0.4		
12	0599	0.7	29	0953	0.6	29	1016	0.4	15	0599	0.3	27	0599	0.3	27	0599	0.4		
13	0616	0.7	30	1010	0.6	30	1033	0.4	16	0616	0.3	28	0616	0.3	28	0616	0.4		
14	0633	0.7	31	1027	0.6	31	1050	0.4	17	0633	0.3	29	0633	0.3	29	0633	0.4		
15	0650	0.7							18	0650	0.3	30	0650	0.3	30	0650	0.4		
16	0707	0.7							19	0707	0.3	31	0707	0.3	31	0707	0.4		
17	0724	0.7							20	0724	0.3								
18	0741	0.7							21	0741	0.3								
19	0758	0.7							22	0758	0.3								
20	0815	0.7							23	0815	0.3								
21	0832	0.7							24	0832	0.3								
22	0849	0.7							25	0849	0.3								
23	0906	0.7							26	0906	0.3								
24	0923	0.7							27	0923	0.3								
25	0940	0.7							28	0940	0.3								
26	0957	0.7							29	0957	0.3								
27	1014	0.7							30	1014	0.3								
28	1031	0.7							31	1031	0.3								
29	1048	0.7																	
30	1065	0.7																	
31	1082	0.7																	
32	1099	0.7																	
33	1116	0.7																	
34	1133	0.7																	
35	1150	0.7																	
36	1167	0.7																	
37	1184	0.7																	
38	1201	0.7																	
39	1218	0.7																	
40	1235	0.7																	
41	1252	0.7																	
42	1309	0.7																	
43	1326	0.7																	
44	1343	0.7																	
45	1360	0.7																	
46	1377	0.7																	
47	1394	0.7																	
48	1411	0.7																	
49	1428	0.7																	
50	1445	0.7																	
51	1462	0.7																	
52	1479	0.7																	
53	1496	0.7																	
54	1513	0.7																	
55	1530	0.7																	
56	1547	0.7																	
57	1564	0.7																	
58	1581	0.7																	
59	1598	0.7																	
60	1615	0.7																	
61	1632	0.7																	
62	1649	0.7																	
63	1666	0.7																	
64	1683	0.7																	
65	1700	0.7																	
66	1717	0.7																	
67	1734	0.7																	
68	1751	0.7																	
69	1808	0.7																	
70	1825	0.7																	
71	1842	0.7																	
72	1859	0.7																	
73	1916	0.7																	
74	1933	0.7																	
75	1950	0.7																	
76	2007	0.7																	
77	2024	0.7																	
78	2041	0.7																	
79	2058	0.7																	
80	2115	0.7																	
81	2132	0.7																	
82	2149	0.7																	
83	2166	0.7																	
84	2183	0.7																	
85	2200	0.7																	
86	2217	0.7																	
87	2234	0.7																	
88	2251	0.7																	
89	2308	0.7																	
90	2325	0.7																	
91	2342	0.7																	
92	2359	0.7																	
93	2416	0.7																	
94	2433	0.7																	
95	2450	0.7																	
96	2507	0.7																	
97	2524	0.7																	
98	2541	0.7																	
99	2558	0.7																	
100	2615	0.7																	
101	2632	0.7																	
102	2649	0.7																	
103	2666	0.7																	
104	2683	0.7																	
105	2700	0.7																	
106	2717	0.7																	
107	2734	0.7																	
108	2751	0.7																	
109	2808	0.7																	
110	2825	0.7																	
111	2842	0.7																	
112	2859	0.7																	
113	2876	0.7																	
114	2893	0.7																	
115	2910	0.7																	
116	2927	0.7																	
117	2944	0.7																	
118	2961	0.7																	
119	2978	0.7																	
120	2995	0.7																	
121	3012	0.7																	
122	3029	0.7																	
123	3046	0.7																	
124	3063	0.7																	
125	3080	0.7																	

Time meridian 75 W. 0000 is *midnight*. 1200 is *noon*.
 Heights are referred to mean lower low water which is the chart datum of soundings.

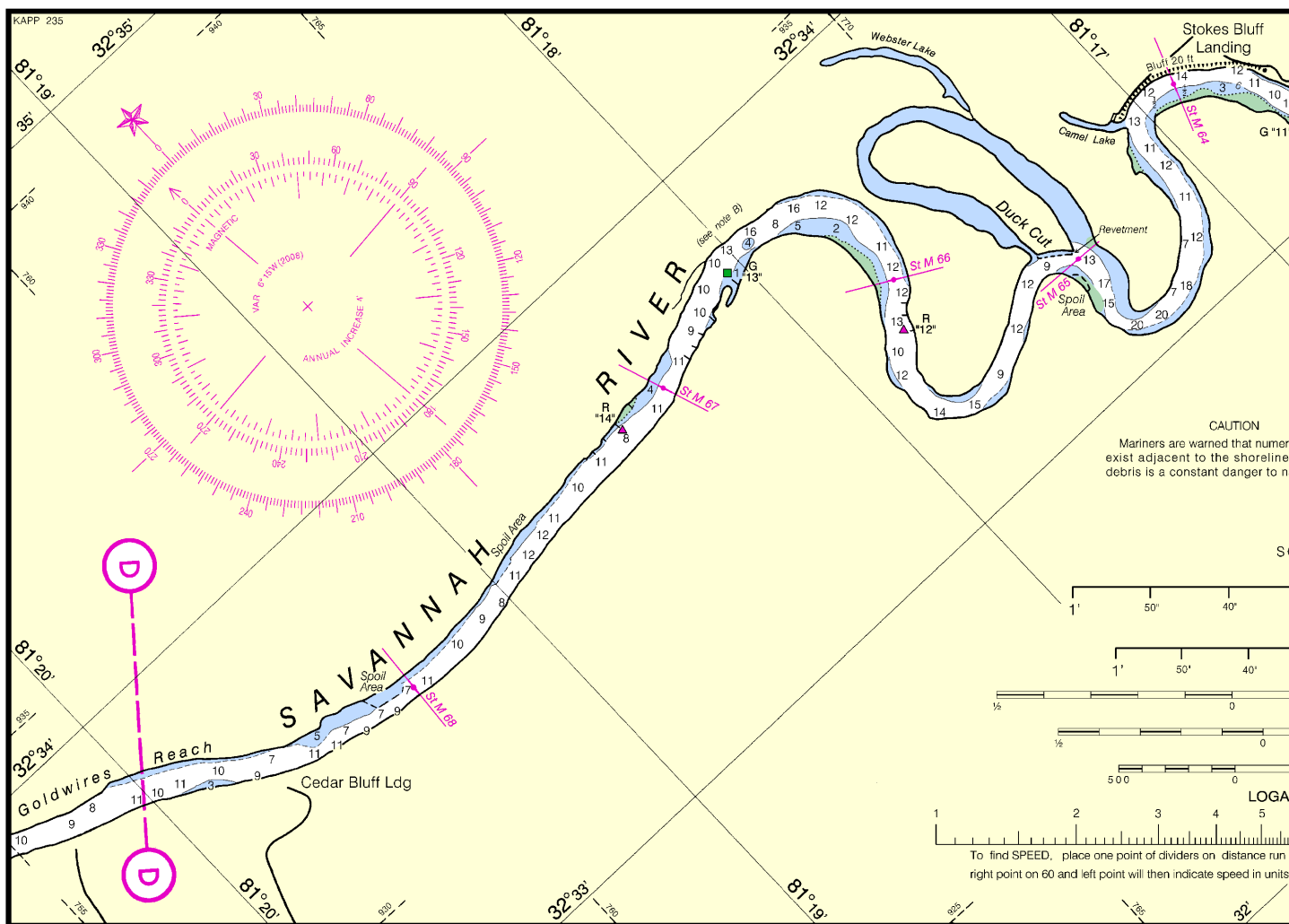
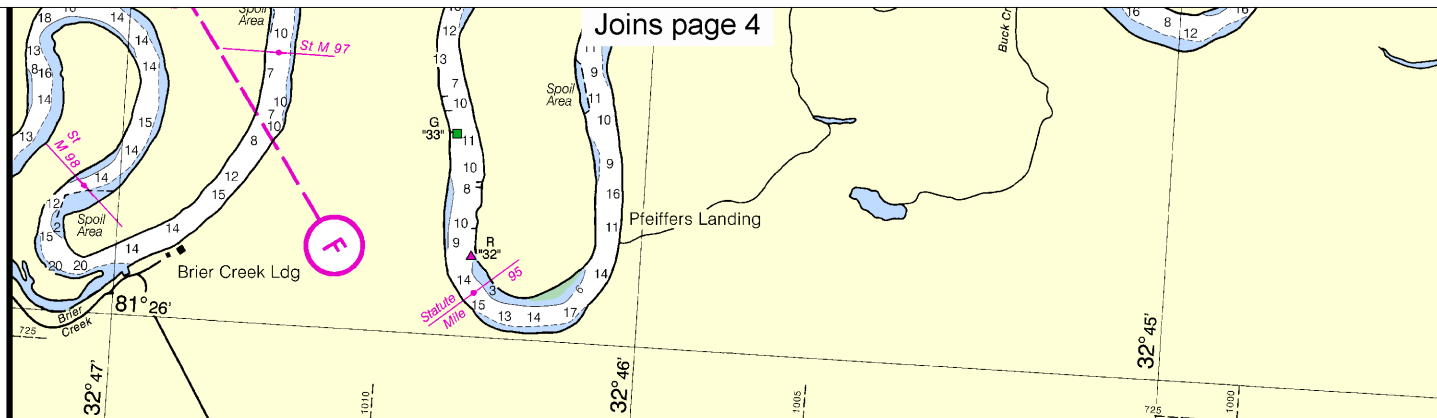


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a

NAUTICAL CHART DIAGRAM



Joins page 15



11514 30th Ed., Oct/08; Corrected through NM Oct 25/08, LNM Oct 14/08

NAUTICAL CHART 11514



Joins page 16

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at www.nmfs.noaa.gov.

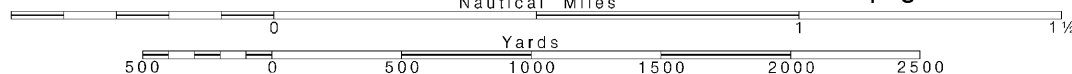
10

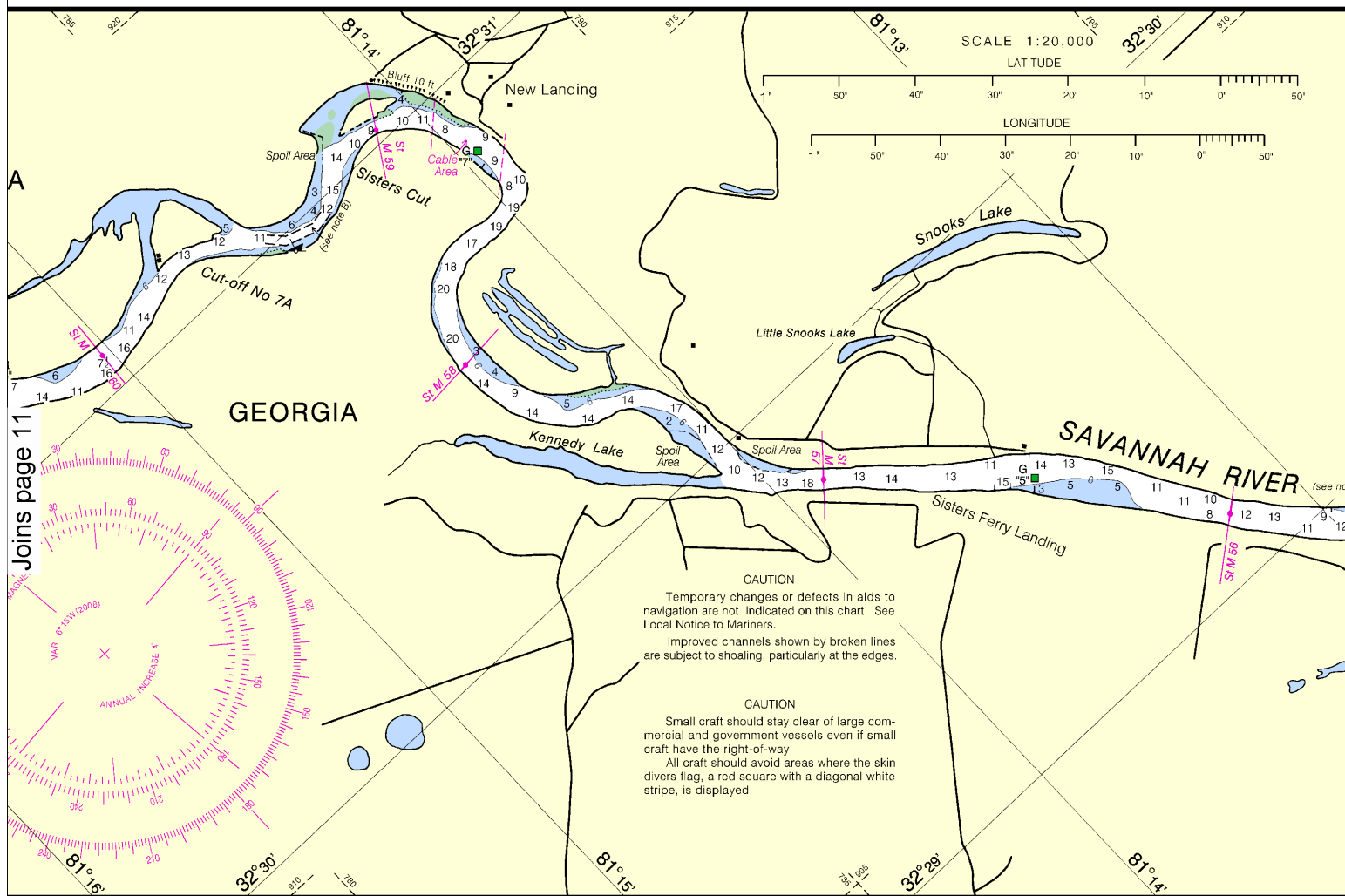
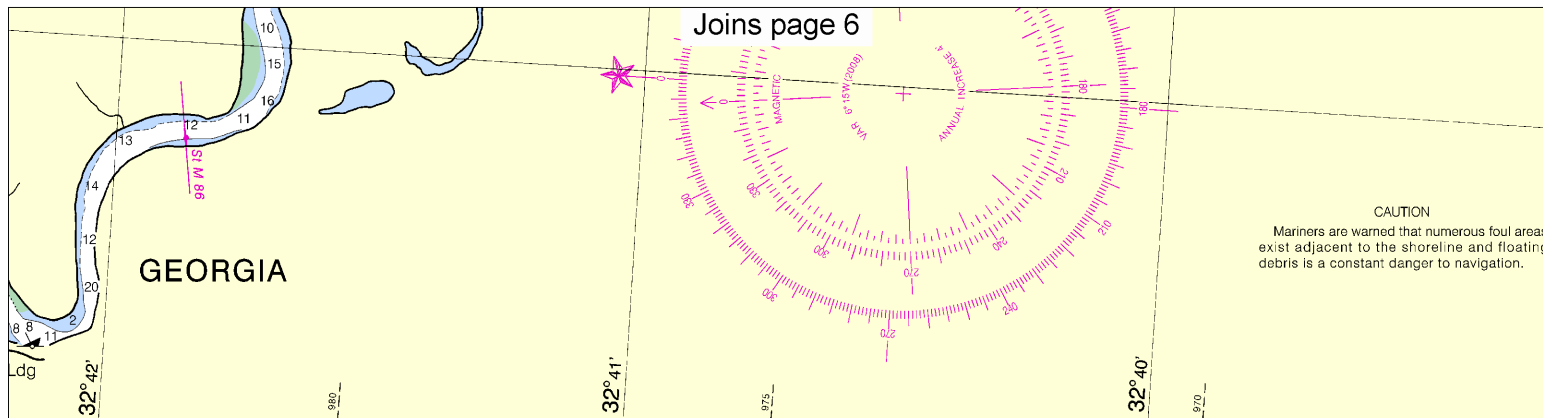
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS Local Squadron Commander or USPS Headquarters
Box 30423, Raleigh, N.C. 27612, 919-821-0281.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBER
Charleston, SC *(843) 747-5859
*Recording (24 hours daily)

OFFICE HOURS
9:00 AM-4:30 PM (Mon.-Fri.)

NOAA WEATHER RADIO BROADCASTS

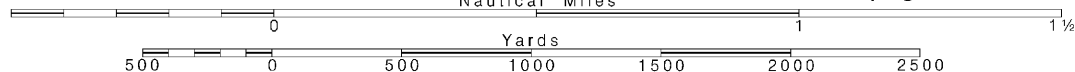
12

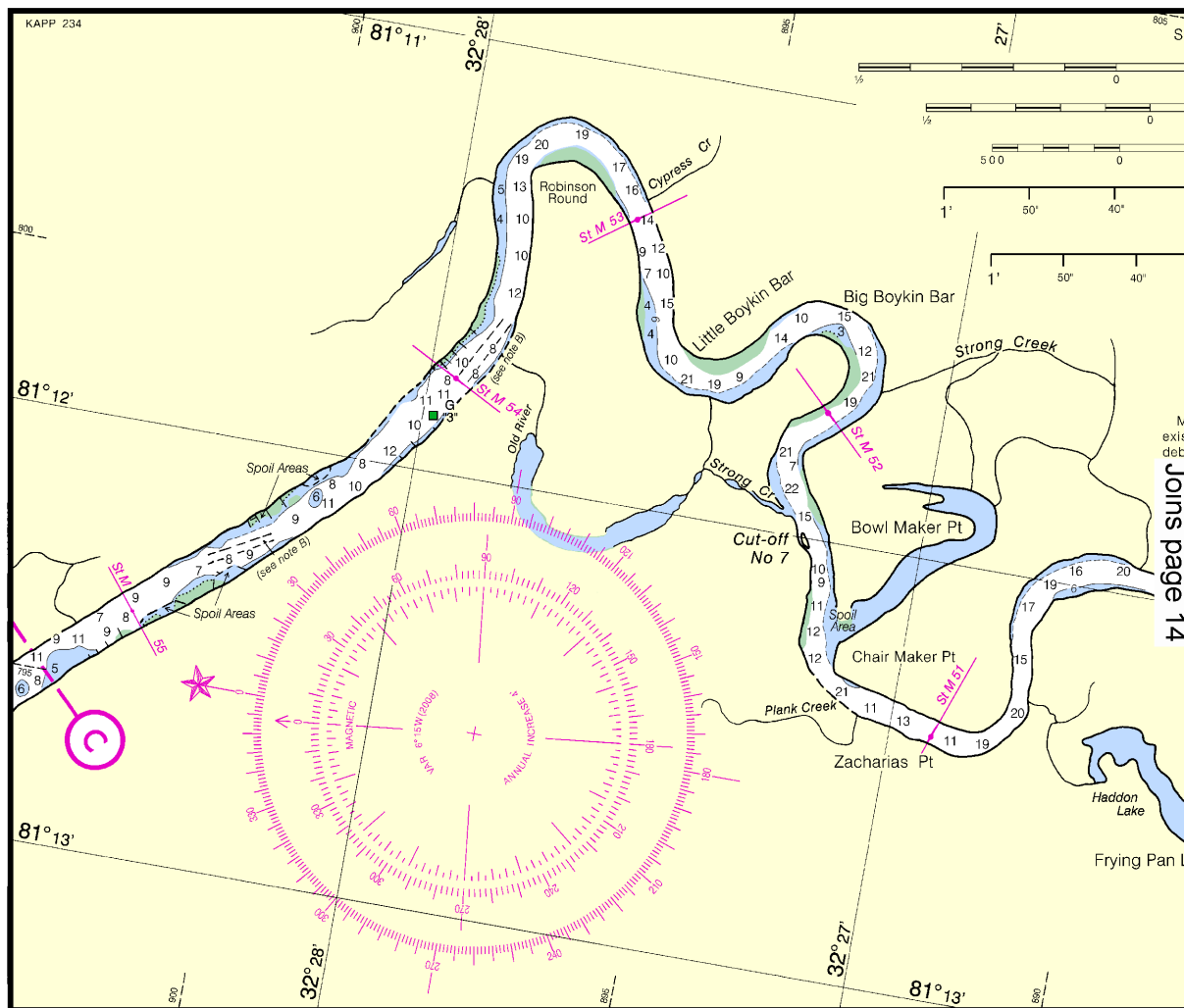
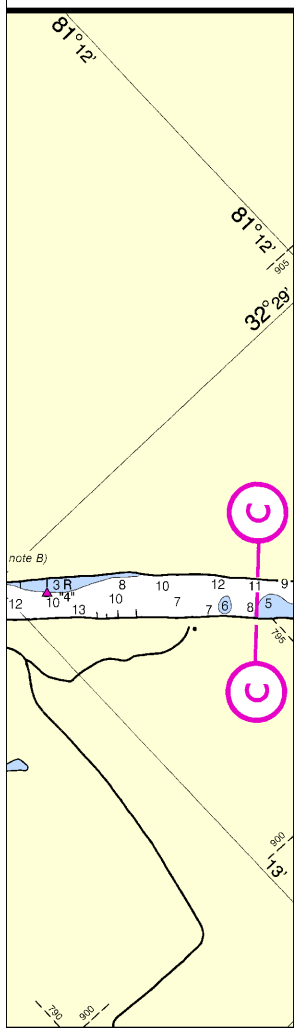
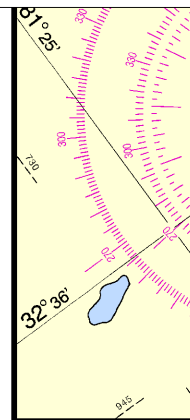
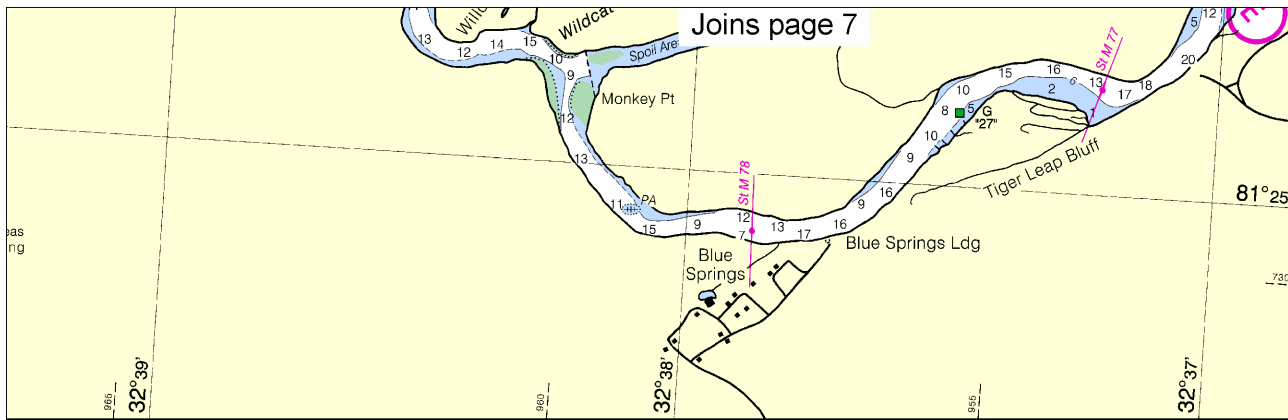
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

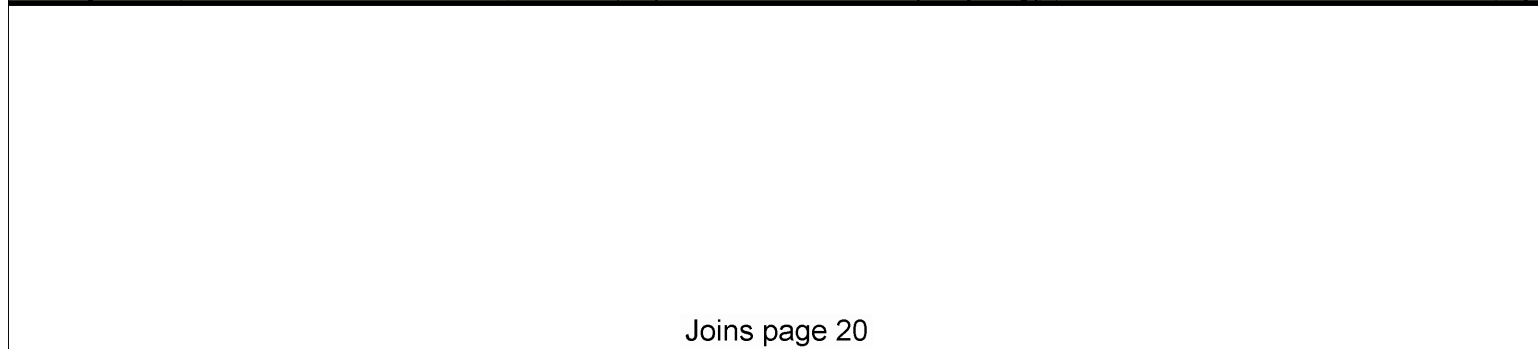
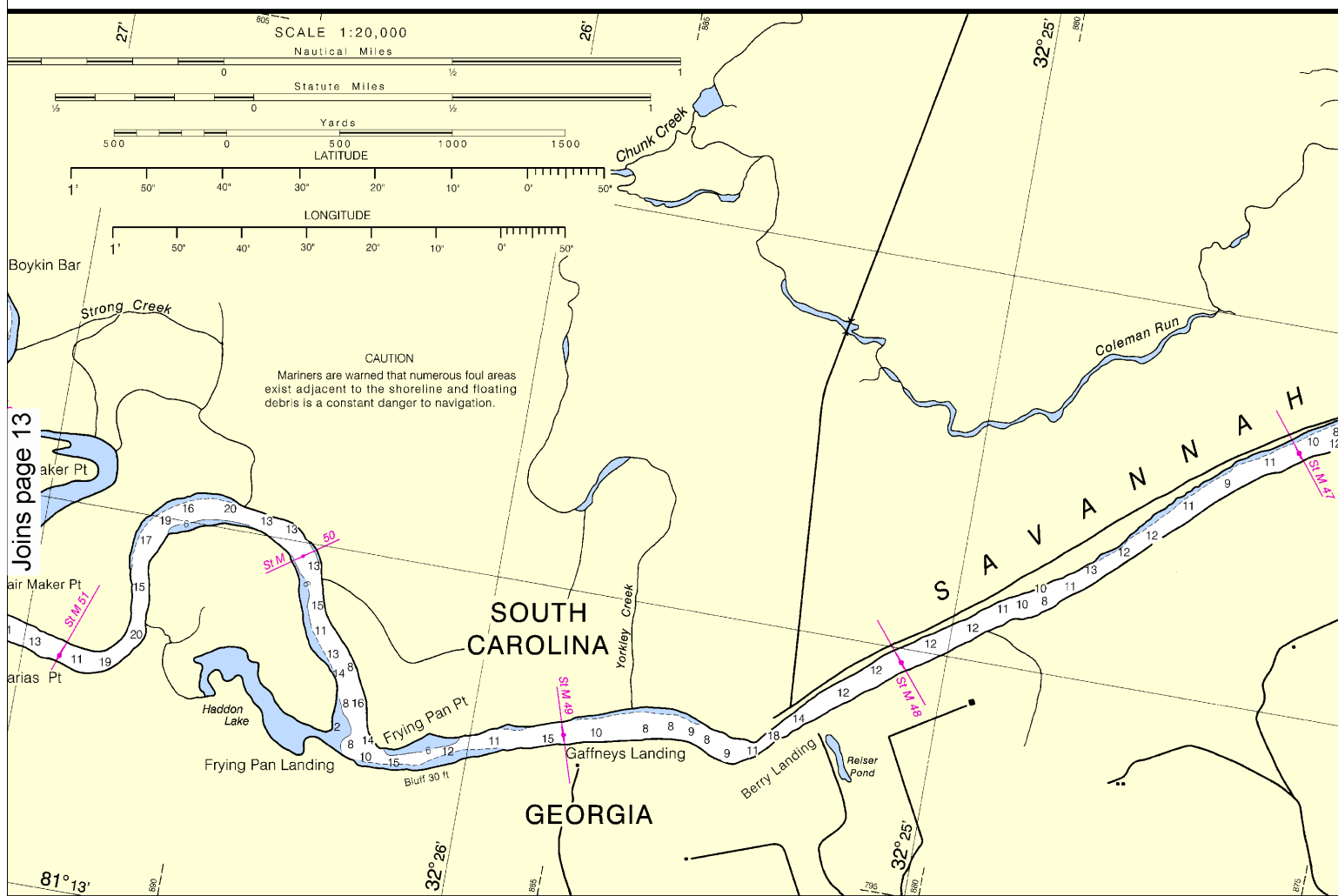
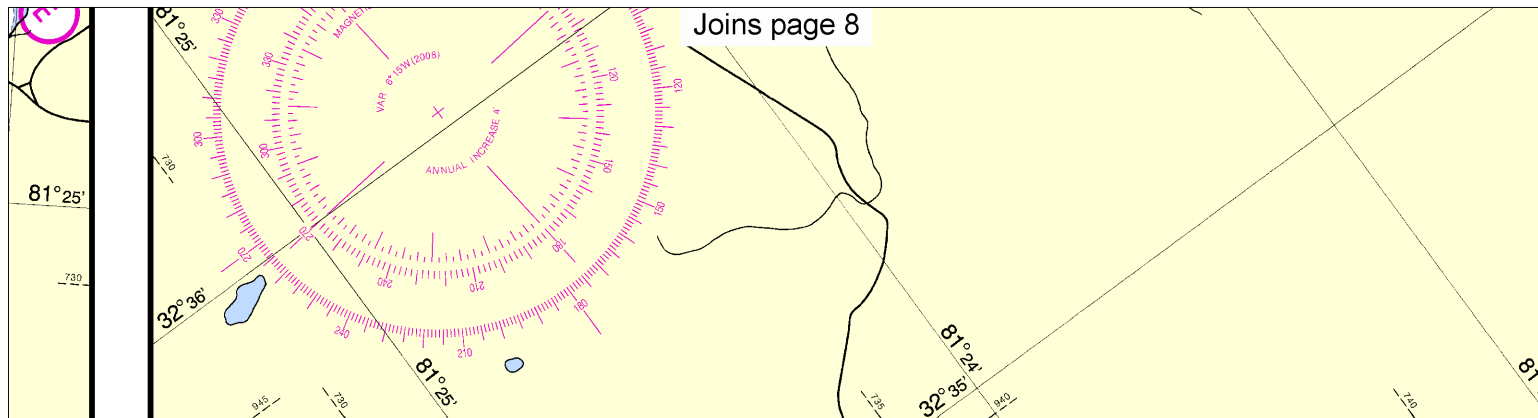
See Note on page 5.



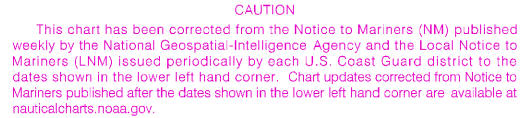


Joins page 14

Joins page 19



NAUTICAL CHART 11514



SOUTH CAROLINA - GEORGIA
SAVANNAH RIVER
SAVANNAH TO BRIER CREEK

SOUNDINGS

Soundings are in feet. Those north of Big Collis Creek, at 32°15'18" N. latitude, 81°08'54" W. longitude, refer to the low water plane which corresponds to a discharge of 6,100 cubic feet per second at New Savannah Bluff Dam. Soundings south of Big Collis Creek refer to tidal Mean Lower Low Water. The Corps of Engineers project depth is 9 feet at the established low water planes.

OVERHEAD CLEARANCES

Bridge and overhead cable clearances are in feet.
High water clearances north of S.S. Railroad bascule bridge, at 32°13' 53"N. latitude, 81°06' 46"W. longitude, refer to a water plane established by a discharge of 62,000 cubic feet per second at New Savannah Bluff Dam. Low water clearances north of the bridge refer to a discharge of 6,100 cubic feet per second.
Clearances at the bridge and to the south refer to Mean High Water.

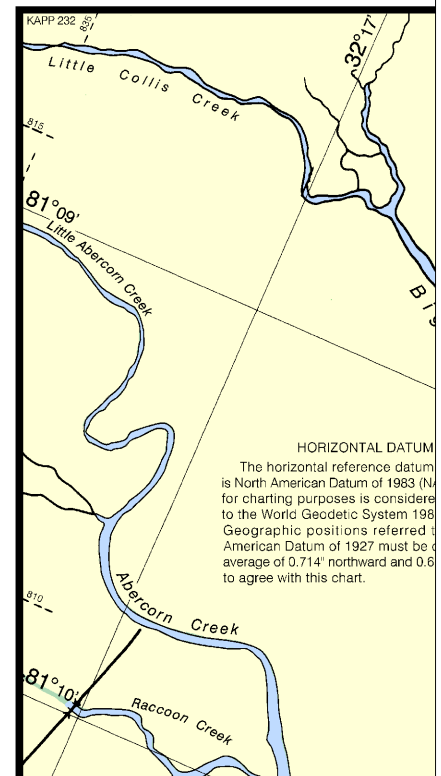
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 22

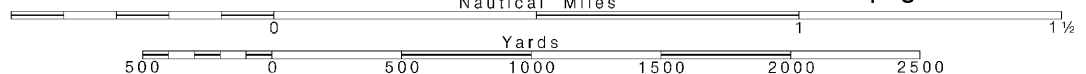


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:20,000~~
Nautical Miles

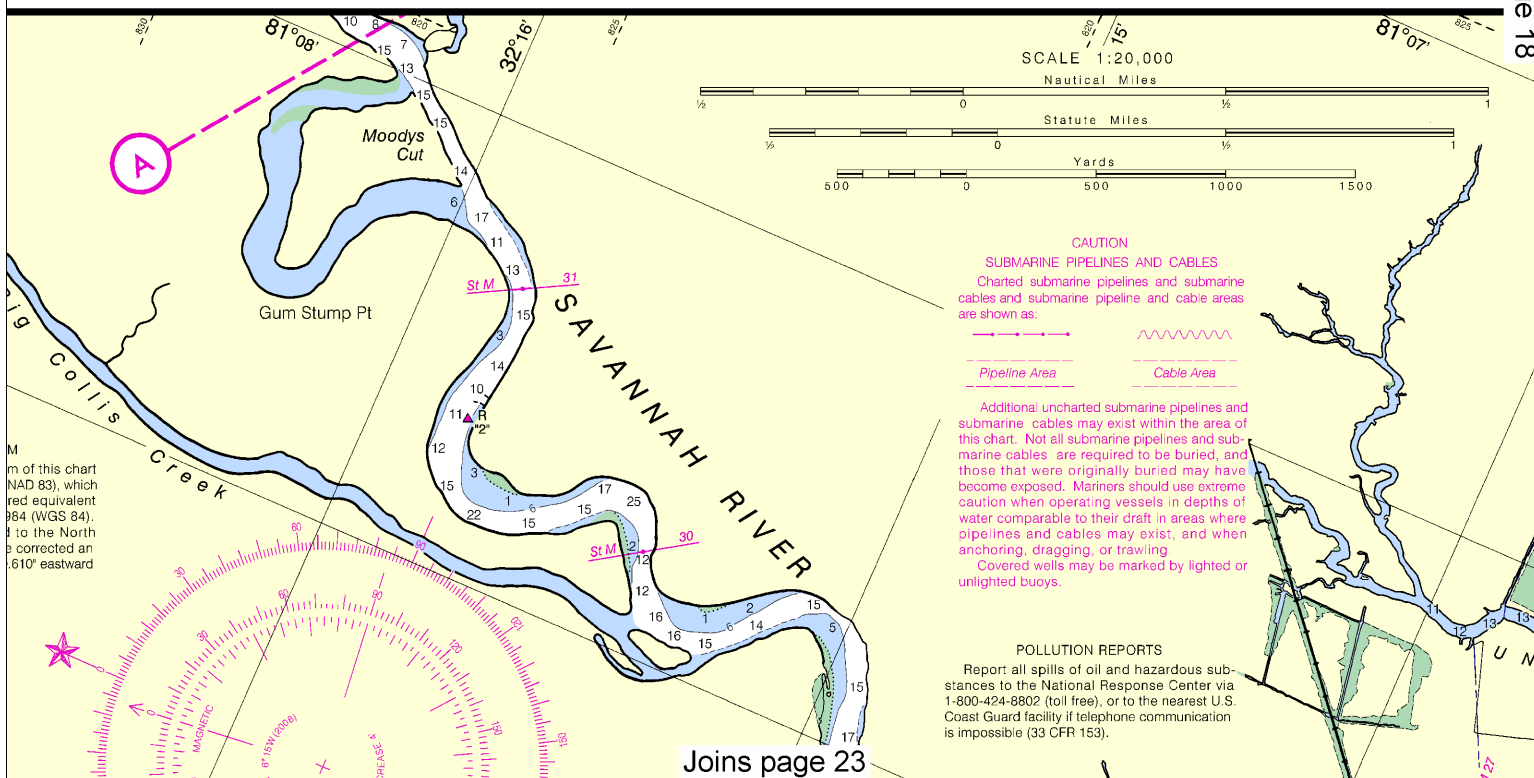
See Note on page 5.

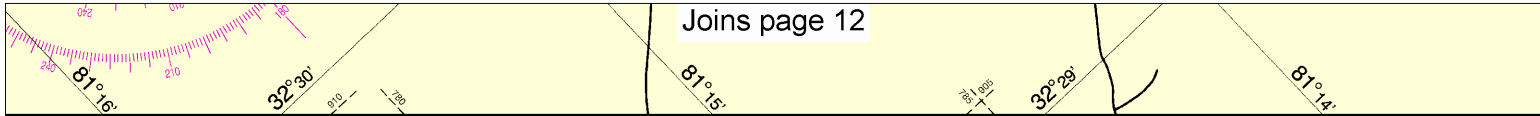


The
(USC)
struct
regar
US
Box 3
US
3313
D.C.

The
Ocean
improv
Service

Joins page 18





Joins page 12

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050, Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE**

CITY TELEPHONE NUMBER
Charleston, SC *(843) 747-5859
*Recording (24 hours daily)

OFFICE HOURS
9:00 AM-4:30 PM (Mon.-Fri.)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Savannah, GA KEC-85 162.40 MHz
Beaufort, SC WXJ-23 162.450 MHz
Metter, GA WWH-25 162.425 MHz

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS**

CITY	STATION	FREQ.	BROADCAST TIMES - EST	SPECIAL
Charleston, SC	NMB (USCG)	* 2670 (A3H) kHz	+11:20 AM & PM	On rece
		* 157.1MHz (Ch. 22)	+11:20 AM & PM	On rece

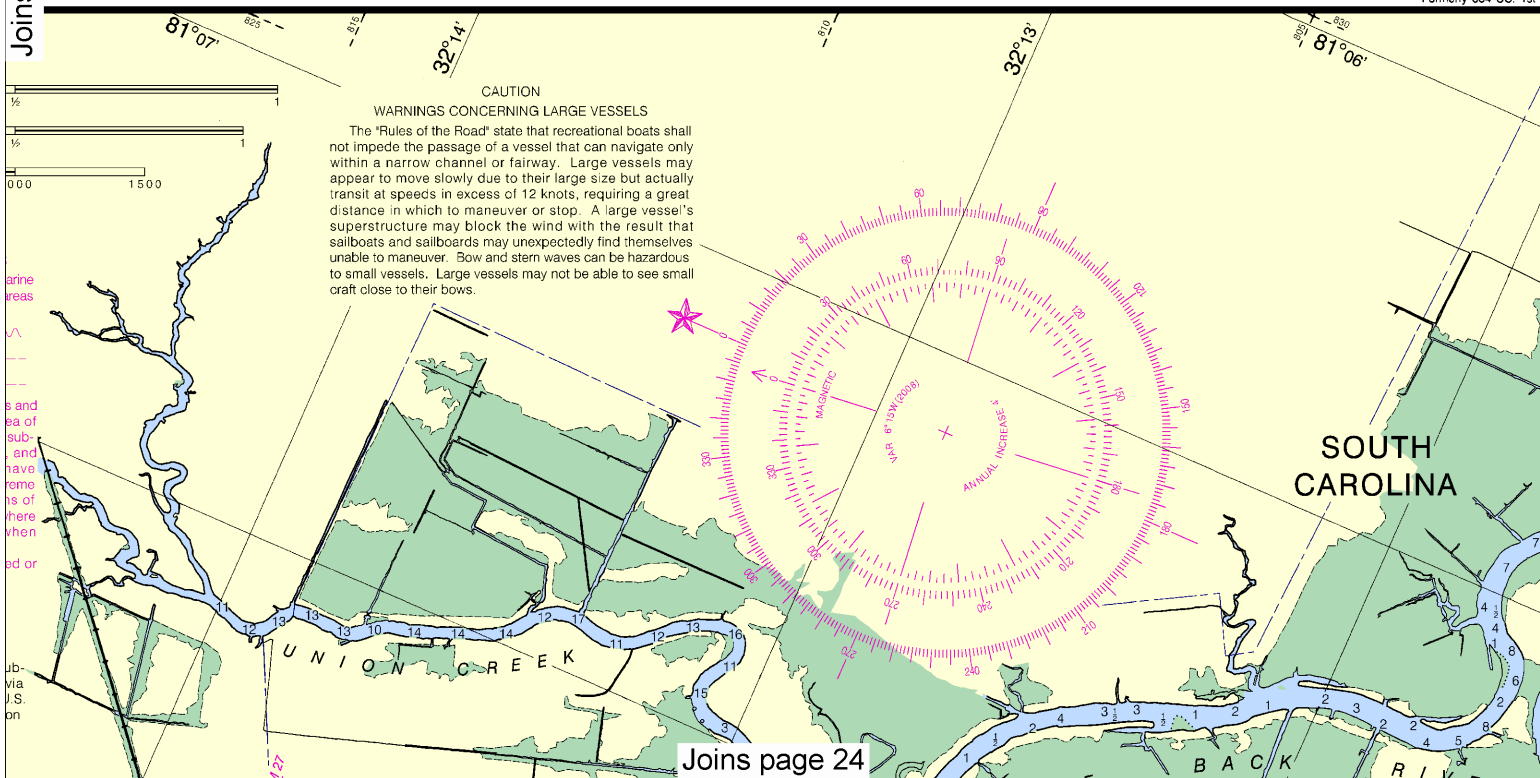
* Preceded by announcement on 2182 kHz and 156.8 MHz
+ Broadcast one hour later during Daylight Saving Time

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

Joins page 17



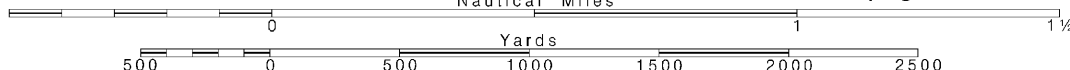
18

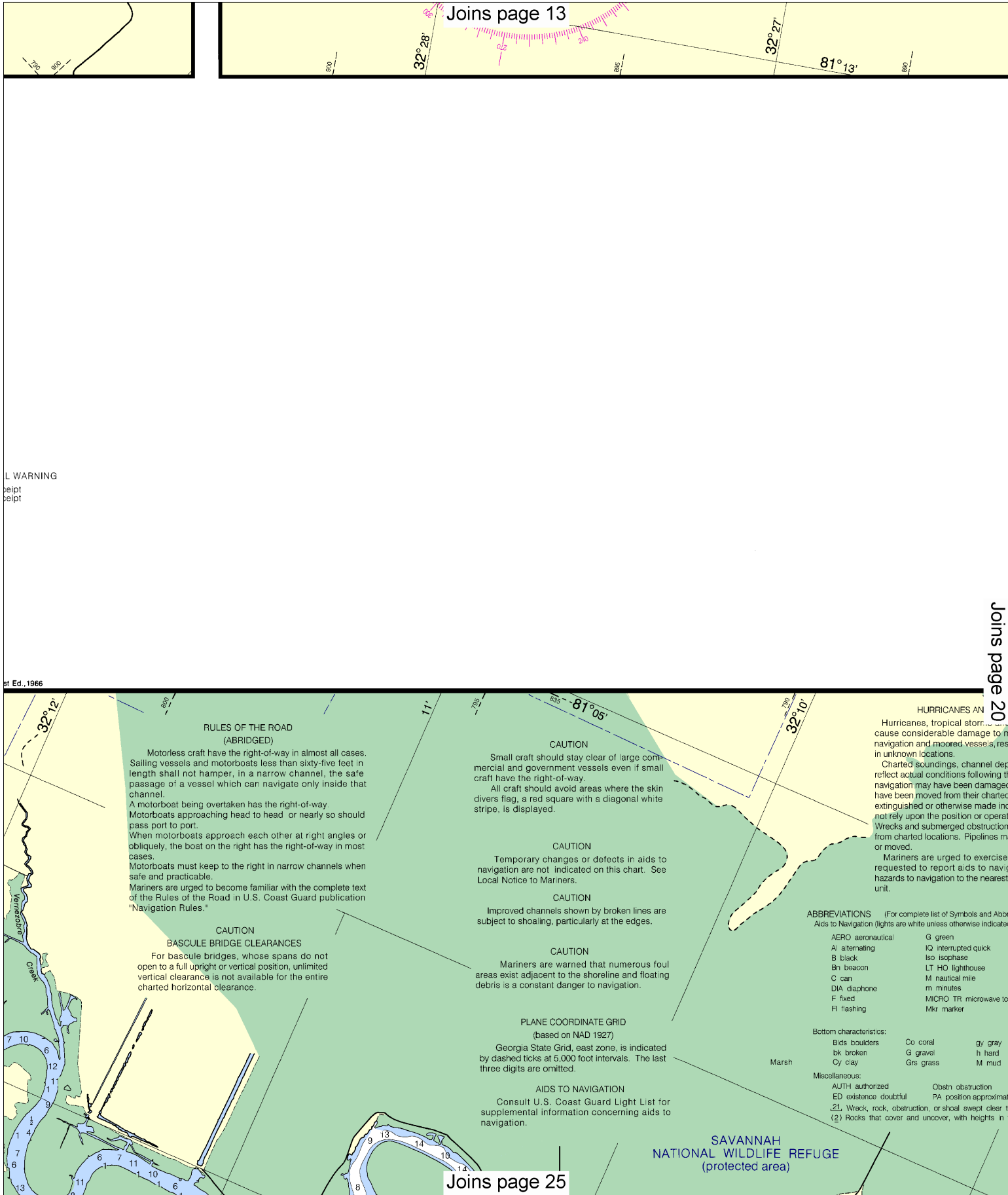
Note: Chart grid lines are aligned with true north.

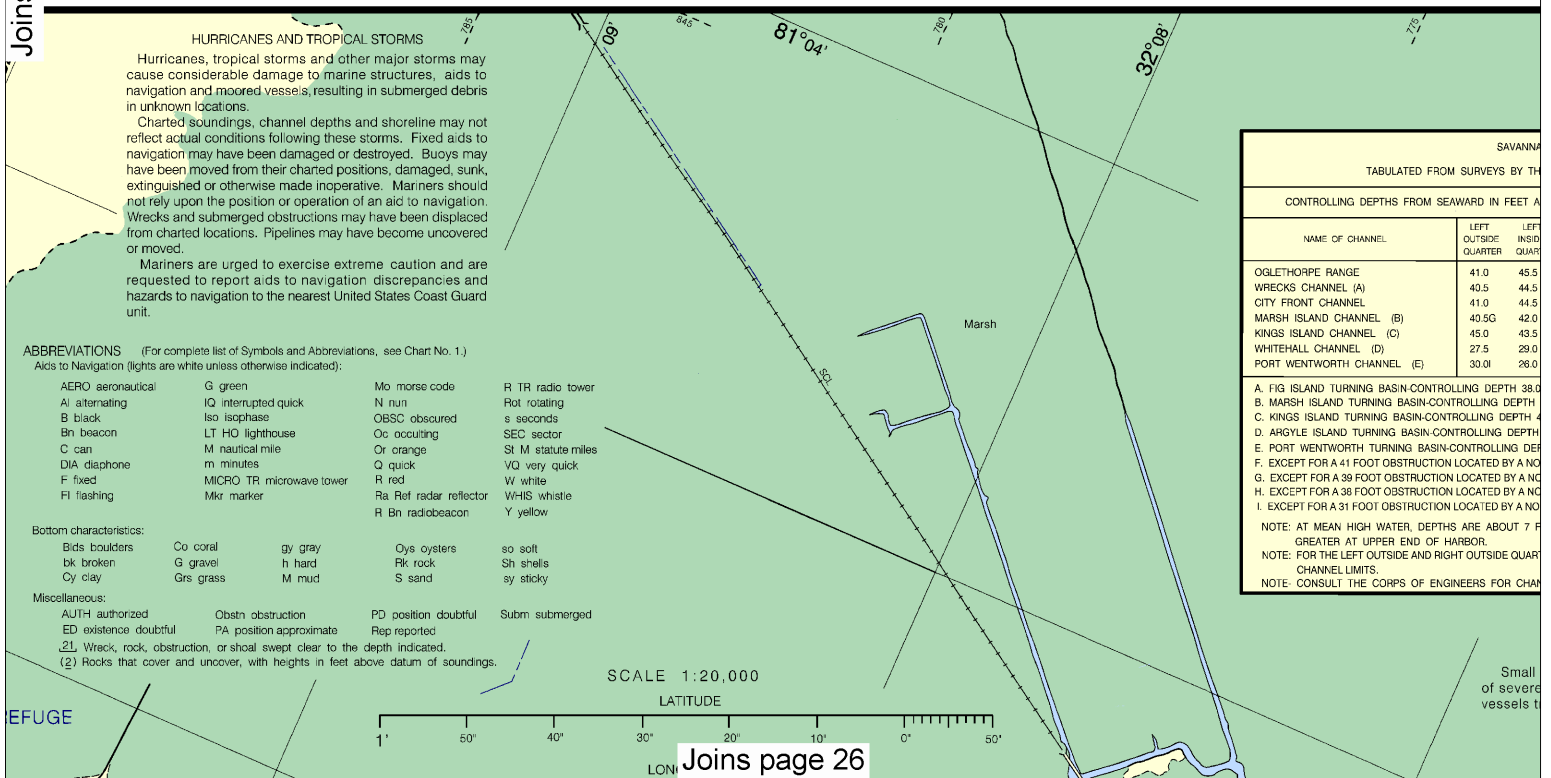
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







NAH RIVER CHANNEL DEPTHS

THE CORPS OF ENGINEERS - REPORT OF DEC 2012

AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
LEFT SIDE	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
3.5	45.5	45.0	12-12	500	1.33	42
1.5	47.0	45.0	12-12	500	1.7	42
1.5	44.5F	36.5	12-12	500	1.7	42
1.0	45.0	40.5	12-12	500	1.9	42
1.5	43.0	40.5H	12-12	500	2.46	42
1.0	28.0	29.0	12-12	400	0.66	42-36
1.0	25.0	32.0	12-94; 12-12	200	1.33	30

8.0 FT, 34.0 FT 100 FT FROM BACKSIDE.
 H 30.0 FT, 25.0 FT 100 FT FROM BACKSIDE.
 H 49.0 FT, 49.0 FT 100 FT FROM BACKSIDE.
 TH 26.0 FT 100 FT FROM BACKSIDE.
 DEPTH 25.0 FT, 19.0 FT 100 FT FROM BACKSIDE.

NOS SURVEY AT 32°05'00.06"N 81°05'27.07"W
 NOS SURVEY AT 32°05'18.29"N 81°05'58.99"W
 NOS SURVEY AT 32°07'27.45"N 81°08'02.29"W
 NOS SURVEY AT 32°09'15.04"N 81°09'11.46"W

7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET

ARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE

ANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

Il craft operators are warned to beware
 re water turbulence caused by large
 traversing narrow waterways.

21

Chart 11514 30th Ed., Oct/08 ■
Corrected through NM Oct 25/08, LNM Oct 14/08
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection
Scale 1:20,000 at 30°06'
North American Datum 1983
(World Geodetic System 1984)

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important
supplemental information.

HEIGHTS
Heights in feet above Mean High Water.
Additional information can be obtained at nauticalcharts.noaa.gov.

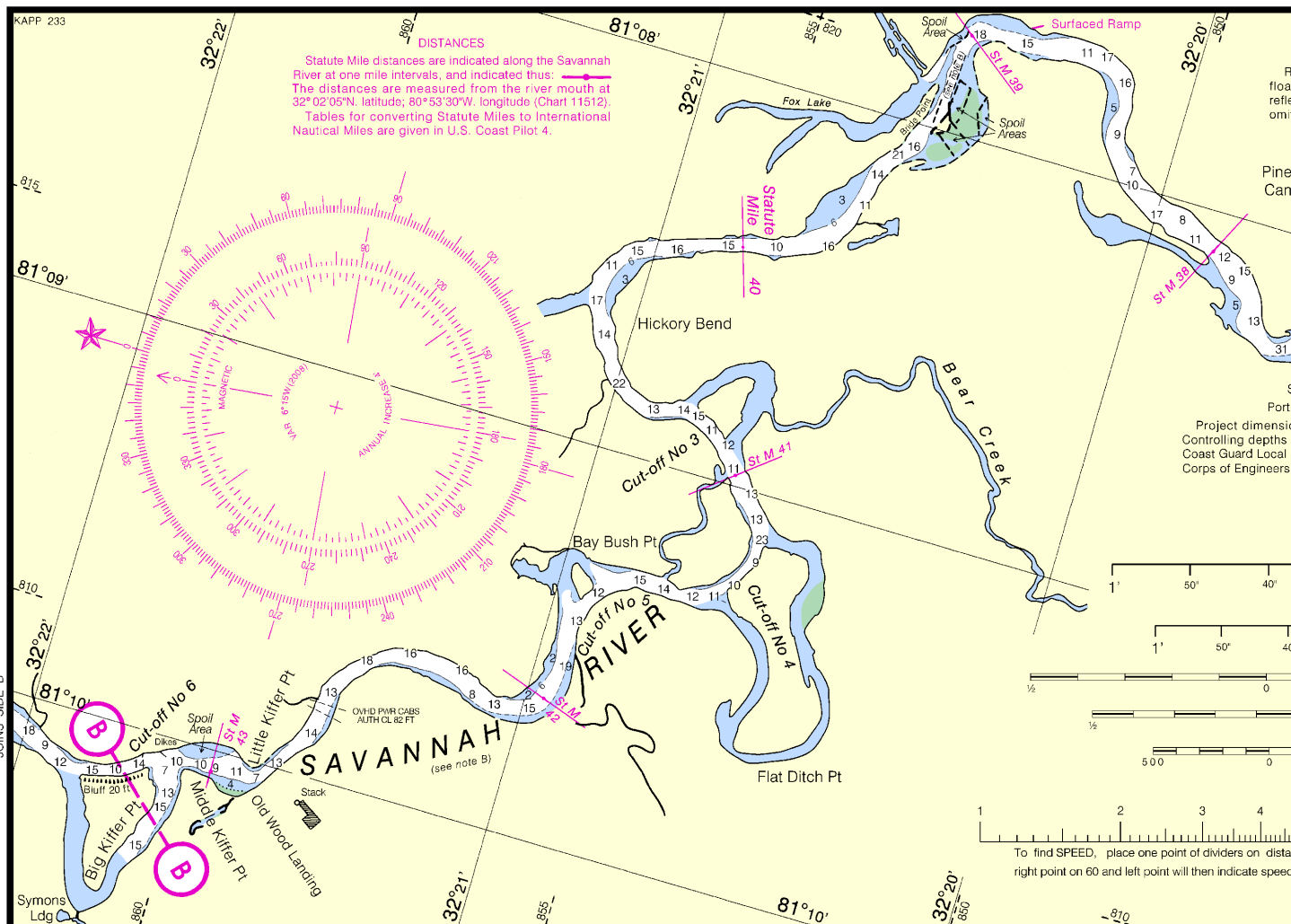
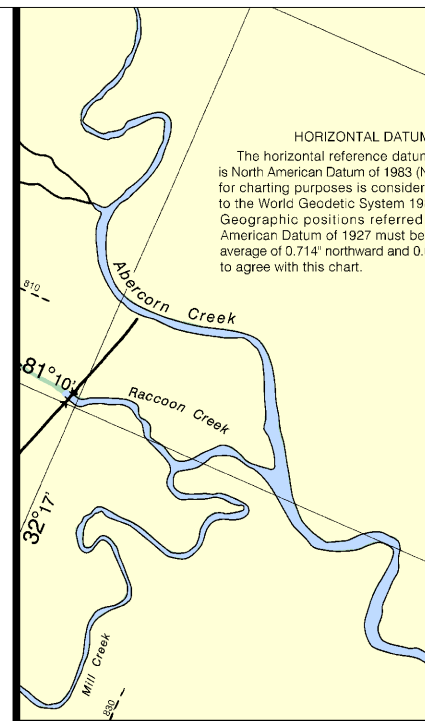


NSN 7642014010268
NGA REFERENCE NO. 11XHA11514



ED NO. 30

SIDE A



11514 30th Ed., Oct/08 Corrected through NM Oct 25/08, LNM Oct 14/08

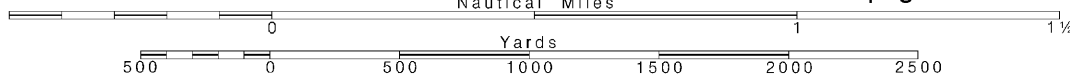
22

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Radar reflectors have been placed on many aiding aids to navigation. Individual radar reflector identification on these aids has been lifted from this chart.

NOTE 3
SAVANNAH RIVER
Wentworth to Augusta

ions are 9 feet for a width of 90 feet.
are published periodically in the U.S.
Notice to Mariners from reports by the

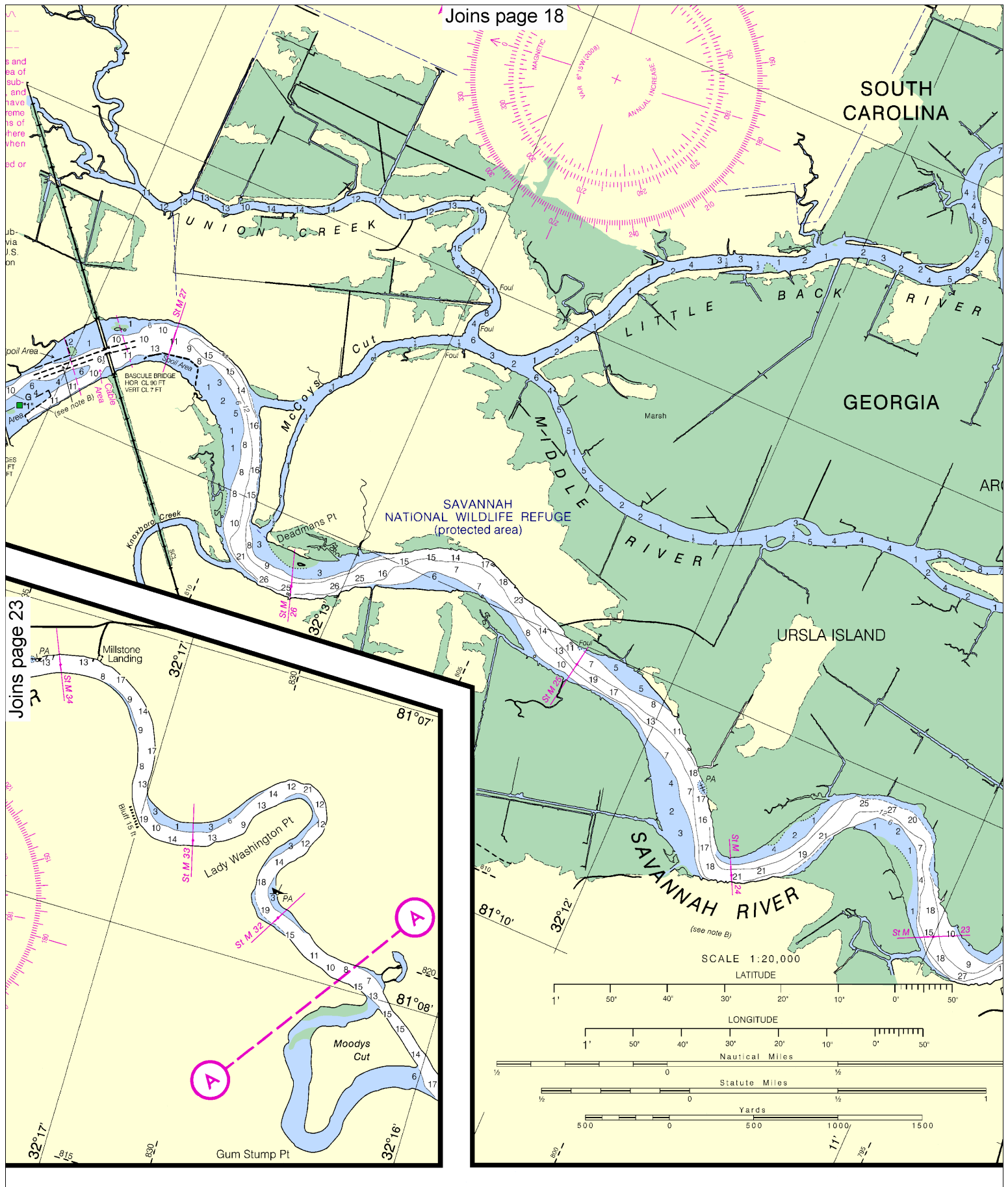
LATITUDE

Nautical Miles

Statute Miles

Yards

ance run (in any unit) and the other on minutes run. Without changing divider spread, place d in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots



of the Rules of the Road in U.S. Coast Guard publication
"Navigation Rules."

Joins page 19

shown by broken lines are
subject to shoaling, particularly at the edges.

ABBREVIATIONS (For complete list of Symbols and Abbreviations see U.S. Coast Guard publication "Navigation Rules")

AERO aeronautical	G green
AL alternating	IQ interrupted quick
B black	ISO isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphane	m minutes
F fixed	MICRO TR microwave to
FI flashing	Mkr marker

CAUTION BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

PLANE COORDINATE GRID

(based on NAD 1927)

Georgia State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Bottom characteristics:

Bds boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:

AUTH authorized	Obstr obstruction
ED existence doubtful	PA position approximate
21 Wreck, rock, obstruction, or shoal swept clear	
(2) Rocks that cover and uncover, with heights in	



Joins page 26

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

SCALE 1:20,000

LATITUDE



LONGITUDE

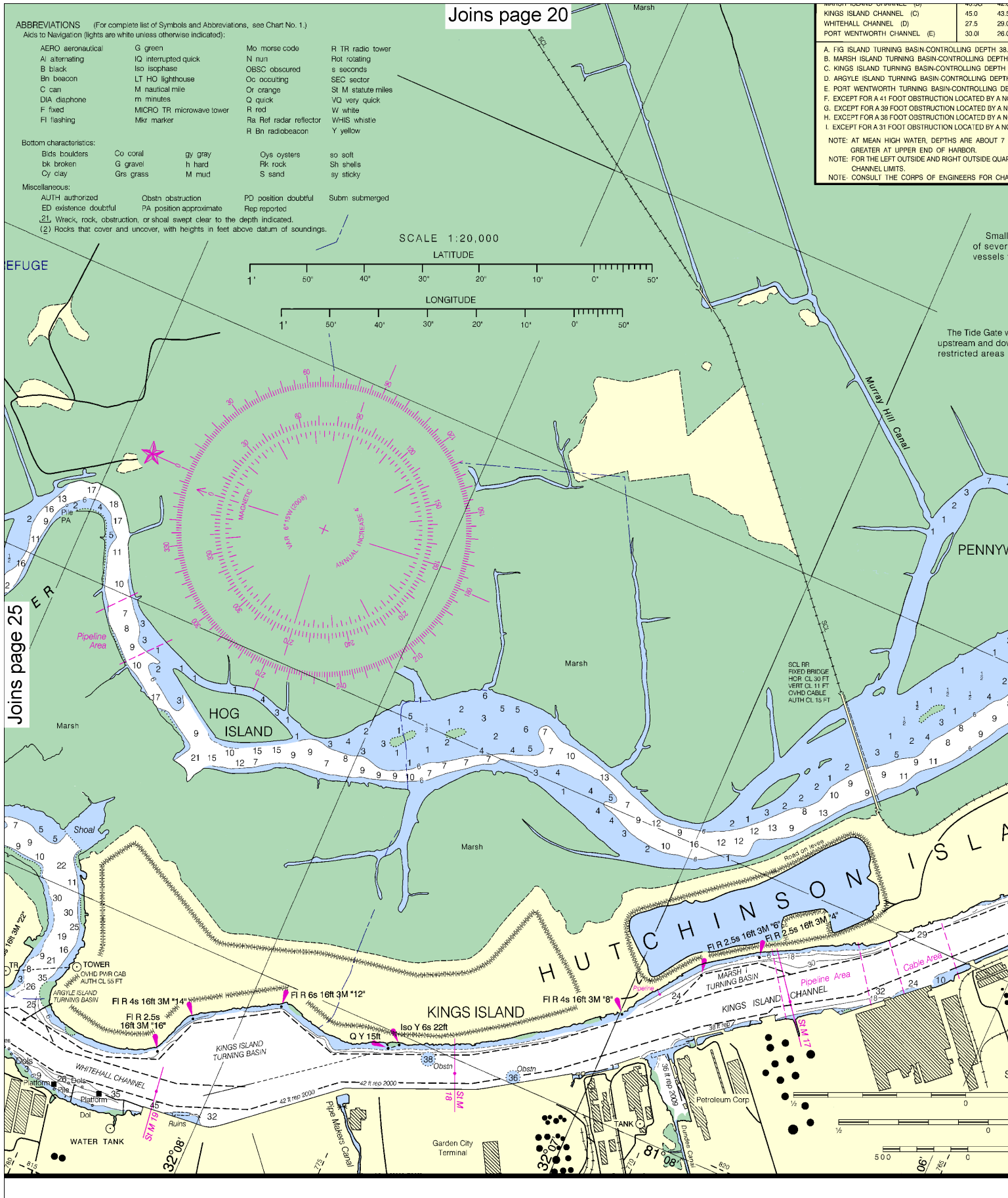


WHITEHALL CHANNEL (C)	45.0	45.5
KINGS ISLAND CHANNEL (D)	27.5	29.0
PORT WENTWORTH CHANNEL (E)	33.0	28.0

A. FIG ISLAND TURNING BASIN-CONTROLLING DEPTH 38.0
 B. MARSH ISLAND TURNING BASIN-CONTROLLING DEPTH 4
 C. KINGS ISLAND TURNING BASIN-CONTROLLING DEPTH 4
 D. ARGYLE ISLAND TURNING BASIN-CONTROLLING DEPTH 4
 E. PORT WENTWORTH TURNING BASIN-CONTROLLING DEPTH 4
 F. EXCEPT FOR A 41 FOOT OBSTRUCTION LOCATED BY A NO
 G. EXCEPT FOR A 38 FOOT OBSTRUCTION LOCATED BY A NO
 H. EXCEPT FOR A 38 FOOT OBSTRUCTION LOCATED BY A NO
 I. EXCEPT FOR A 31 FOOT OBSTRUCTION LOCATED BY A NO
 NOTE: AT MEAN HIGH WATER, DEPTHS ARE ABOUT 7 F
 GREATER AT UPPER END OF HARBOR.
 NOTE: FOR THE LEFT OUTSIDE AND RIGHT OUTSIDE QUAR
 CHANNEL LIMITS.
 NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHA

REFUGE

Joins page 25



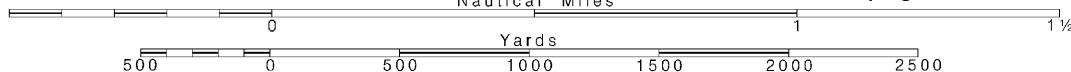
26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



1.5	43.0	40.5H	12-12	500	2.46	42
2.0	28.0	29.0	12-12	400	0.66	42-36
3.0	25.0	32.0	12-94; 12-12	200	1.33	30

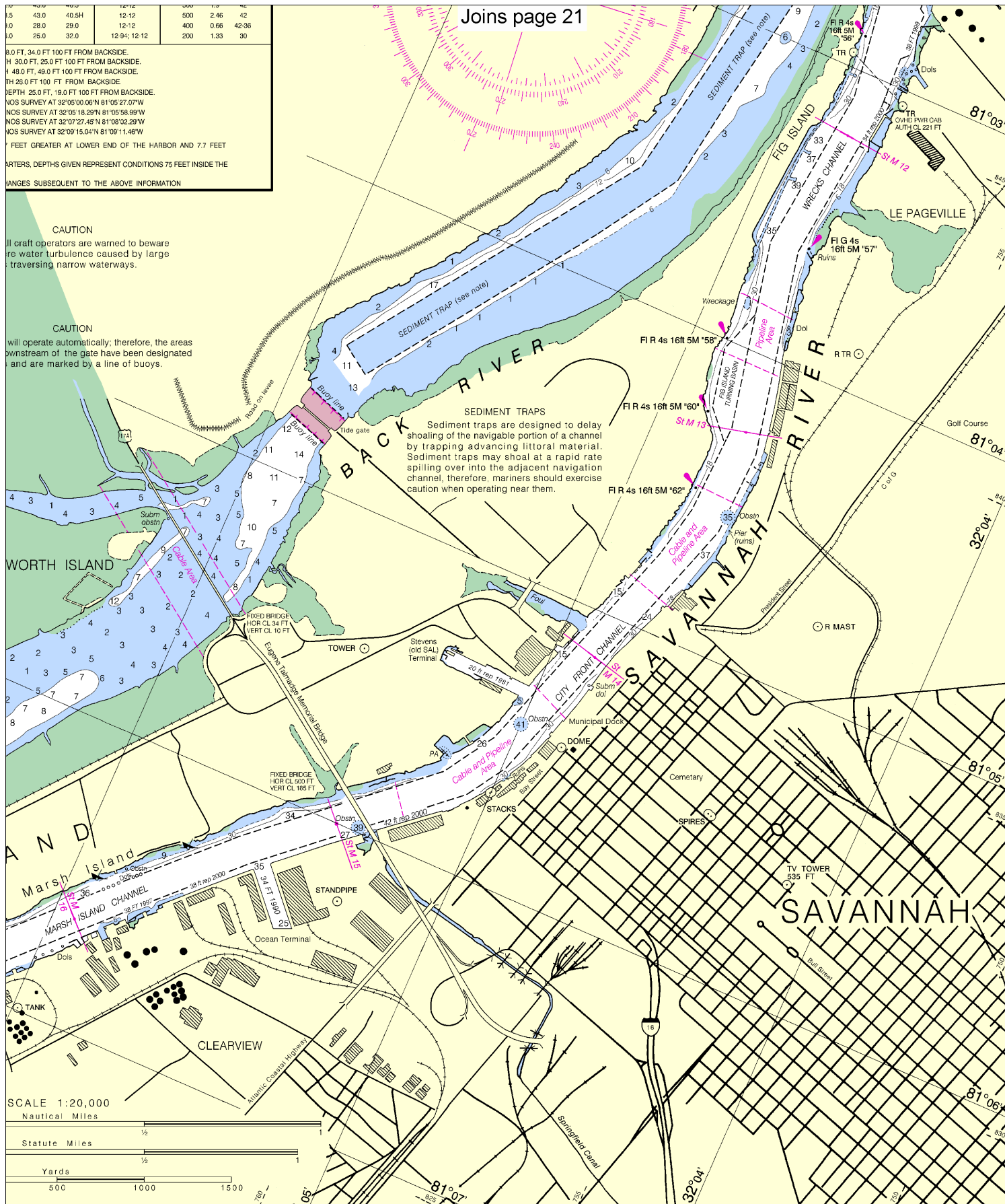
8.0 FT, 34.0 FT 100 FT FROM BACKSIDE.
H 30.0 FT, 25.0 FT 100 FT FROM BACKSIDE.
H 48.0 FT, 49.0 FT 100 FT FROM BACKSIDE.
TH 26.0 FT 100 FT FROM BACKSIDE.
DEPTH 25.0 FT, 19.0 FT 100 FT FROM BACKSIDE.
NOS SURVEY AT 32°05'00.06"N 81°05'27.07"W
NOS SURVEY AT 32°05'18.29"N 81°05'58.99"W
NOS SURVEY AT 32°07'27.45"N 81°08'02.29"W
NOS SURVEY AT 32°09'15.04"N 81°09'11.46"W
7 FEET GREATER AT LOWER END OF THE HARBOR AND 7.7 FEET
ARTERS, DEPTHS GIVEN REPRESENT CONDITIONS 75 FEET INSIDE THE
RANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION
All craft operators are warned to beware
of water turbulence caused by large
traversing narrow waterways.

CAUTION
will operate automatically; therefore, the areas
downstream of the gate have been designated
and are marked by a line of buoys.

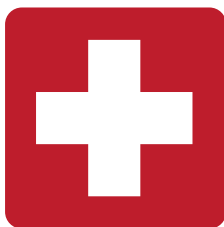
SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.



SIDE A

11514



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

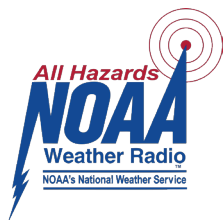
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker